OFFICE OF THE CITY MANAGER NO. LTC #288-2012

of the City Commission

TO:

Mayor Matti Herrera Bower and Members of the City Commission

FROM:

Kathie Brooks, Interim City Manager

DATE:

November 6, 2012

SUBJECT: Lake Pancoast Right of Way Improvements Project - Parking Concerns

The purpose of this Letter to Commission (LTC) is to address concerns by some residents regarding the loss of parking as a result of the Lake Pancoast Infrastructure Improvement Project that is currently under construction. The issues brought forth by residents are neither new to the neighborhood nor solely construction related; they include parking issues related to the zoning as well as parking impacts derived from popular areas/facilities nearby. The following provides a detailed account of these issues as well as their current status.

One of the key elements of this project, since the planning phase, was to define the parking spaces within the neighborhood. Planning for this neighborhood kicked-off in July 2001. It included three (3) Community Design Workshops – when parking was identified as one of the most critical issues for the neighborhood. In the past, the neighborhood was subject to limited enforcement, as there was no clear definition on parking in the area. The new neighborhood improvements would bring the streets up to code, essentially providing for parking in accordance with Miami-Dade County guidelines. The results of these planning meetings were reflected in the Lake Pancoast Basis of Design Report (BODR). The BODR states that, "to improve the condition, defined parking spaces will be added along all of the roads." It also stated that "...a net reduction of 15 legal parking spaces would result..." as a condition of the newly proposed design.

During the design, bid and award phases, the project was brought before the community on five (5) different occasions at various Design Review and Presentation to Committee meetings, including Design Review Board and Historical Preservation Board (2005, 2008 and 2011). At all of these meetings, the residents were informed that parking would be reduced as a result of bringing the roadway to compliance, pursuant to Miami-Dade County regulations. Concerns regarding parking were once again voiced in October 2008 and, at that time, the Office of Capital Improvement Projects (CIP) wrote a Letter to Commission addressing the loss of parking (Exhibit A).

In 2011, the project commenced its construction phase and CIP hosted its Community Pre-Construction Meeting. At this meeting, staff introduced the project team, scope of work, schedule, and phasing. Graphics were shown depicting what residents could expect to see when various operations were executed. Last, it was explained that the parking changes would proceed and that the neighborhood would be brought to compliance.

Work in the neighborhood commenced in March 2012. However, when the contractor began building the various streetscape improvements, particularly sidewalk, curb, gutter and roadway work, the previously approved impacts to parking became visible to the residents. This perception became further exacerbated by the fact that the neighborhood has areas where parking is allowed during the day for non-residents, given the neighborhood's

proximity to schools, the Cultural Campus and its respective establishments.

On September 19, 2012, Parking and CIP Staff attended a meeting hosted by the Lake Pancoast neighbors to discuss their specific concerns. In general, residents were opposed to the loss of spaces; bump outs installed throughout the neighborhood; and formalized parking throughout the area. City representatives explained the process for establishing legal parking and zones throughout the neighborhoods and the importance of creating a balance for on-street parking witithin all neighborhoods and surrounding businesses, City facilities and Schools. Staff also elaborated on the requirements for reconstructing roadways and sidewalks to current standards, hence the need for adding bump outs, as opposed to hashed markings, and legalizing parking in the neighborhood. Additionally, staff explained the history of this project and the public involvement that occurred to reach the final roadway plan, as well as expressed the necessity for the City to achieve a holistic balance between roadway improvements and aesthetic treatments. Residents were provided with two (2) handouts that included a copy of the original letter to commission regarding Lake Pancoast parking issues and an explanation of the established parking once construction is completed (Exhibit B).

With regards to parking loss due to Parking Enforcement, residents requested that the Zone 11 Parking Area be solely dedicated to 24-hour residential parking. The City stated that in order to do this, residents would have to petition to begin a public process that involves data collection, hosting public meetings and generating a consensus between the entire neighborhood.

With regards to parking loss due to streetscape improvements, City representatives stated that the bump outs were mandated by the Historic Preservation Board (HPB). After meeting with residents, the CIP Department reached out to the Planning Department regarding the possibility of modifying the project plans and eliminating the recently constructed bump outs. The Planning Department informed CIP that this modification could not be approved at staff level, since the original plan was already approved by HPB – in 2005 and as recently as November 2011. Any request to modify the plans would have to be in the form of an application to the HPB. However, during the process of construction, City Staff has identified parking opportunities within the neighborhood in order to offset some of the loss by adding 20 parking spaces: 12 spaces originally not counted as part of the neighborhood on 25<sup>th</sup> streets.

KGB/JGG/FV/MP



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CHANGLERA'S GÉMET LETTER TO COMMISSION

OFFICE OF THE CITY MANAGER NO. LTC # 283-2008

TO: .

Mayor Matti H. Bower and Members of the City Commission

FROM:

Jorge M. Gonzalez, City Manager

DATE:

October 28, 2008

SUBJECT:

Lake Pancoast Neighborhood CIP Project Parking Issues

The purpose of this LTC is to advise you of the background and current status of the Lake Pancoast neighborhood Right-of-Way Project (ROW) and provide information as to the effects to be expected to parking in the neighborhood once the project is constructed.

Parking has always been an issue in the Lake Pancoast neighborhood, just as it is in many of the other neighborhoods in which we are doing ROW projects. The Basis of Design Report (BODR) which the City Commission previously approved for this project states that for the entire Lake Pancoast neighborhood (BP-8C), we had intended to provide "parking spaces for approximately 120 cars." The 100% design drawings which we have reviewed with Miami-Dade County and they have approved provide a total of 117 parking spaces for the Lake Pancoast neighborhood. We believe the intent of the approved BODR has been met.

Although it is difficult to quantify the number of vehicles that park informally/illegally under the existing conditions, this issue has been discussed with residents and stakeholders throughout the project's planning and design phases, including additional neighborhood and Collins Park Homeowners Association (HOA) meetings, and Historic Preservation Board (HPB) hearings. We believe that all involved throughout the process have been aware of the issues caused by the current informal parking conditions and the challenges that would occur once the ROW project improvements are constructed. Beginning in the planning phase it was recognized that fewer vehicles in total would be able to park in the neighborhood once the improvements were constructed and the parking was brought into code compliance and formalized. CIP staff has reviewed the parking situation in the Lake Pancoast neighborhood and prepared the following analysis based on some recent resident requests and comments:

- 1. The City would not prevail if it challenges the County and proposes installing angle parking on Flamingo Drive from 24th Street to 25th Street. This design was actually proposed in an earlier stage of the plans and not pursued. Due to the width of the ROW in this area, the only way we could construct angle parking would be to not provide a sidewalk. This would create a situation where pedestrians would be forced to walk in the street resulting in a design safety issue that the County will not permit. The CIP Office discussed this issue with the City's Planning Department and they were in agreement.
- 2. Proposing to remove some of the landscaped islands on 24th Street and Liberty Avenue to gain an additional 3 or 4 parking spaces would require making another presentation to the HPB. These islands were added to the project at the request of the HPB and we would have to go before the Board at a public hearing to request the modification. Given the small number of parking spaces that would be gained and since this was a significant issue to the HPB when we previously presented the project, the City does not believe the change would be well received.

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The Administration could certainly take this issue to a hearing and reclaim the spaces if the City Commission should desire.

3. The City could consider providing on-street parking on Flamingo Place between 25<sup>th</sup> Street and 26<sup>th</sup> Street. However, this area is all single-family homes and the Planning Department states that at one time there was on-street parking on this block and that at the residents' request the parking was removed and the swale areas reclaimed by the residents. The City would anticipate there would be strong resident opposition from this area over any proposal to reintroduce on-street parking.

The project is currently at 100% design and is scheduled to begin the permitting phase. Any significant revisions at this time would likely require additional services from the project consultant resulting in additional delay and cost to the project.

As is typical with ROW projects, staff works with the consultant and the regulatory agencies, when possible, to accommodate resident requests for minor modifications to the proposed design. However, given the level of community interest in parking related issues we are in the process of scheduling a community meeting in early November to review the completed design and regulatory issues, discuss parking plan options and address any concerns. If as a result of the meeting there is consensus for a significant deviation from the approved BODR, then this request and its associated cost impact would be submitted to the City Commission for review and consideration.

With regard to recent discussion concerning the number of Parking Department Zone 11 permits that have been issued, the Parking Department reports that as of September 29, 2008, 252 Residential Permits and 93 Visitor Hang Tags have been issued, for a total of 345. The total number of permits issued as a function of total parking spaces available is not inconsistent with other Zone Parking districts throughout the City.

If you have any questions or need additional information, please feel free to let me know.

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## Bayshore BP 8C – Lake Pancoast - Status

Event	Date
Planning Phase Milestones	
(ickoff meeting with Engineer (Notice to Proceed with Design)	July 31, 2001
site Reconnaissance Visit	. August 15, 2001
isioning Session	October 10, 2001
Community Design Workshop #1	December 4, 2001
Community Design Workshop #2	February 12, 2001
Community Design Workshop #3	June 11, 2002
Draft Basis of Design Report (BODR) Submitted to City Staff	September 3, 2002
City Review of BODR completed	October 14, 2002
Revisions to BODR Submitted by design team for review	January 28, 2003
SODR Presentation to G.O. Bond Oversight Committee	April 7, 2003
BODR Presentation to City Commission (ACCEPTED)	April 9, 2003
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Design Phase Milestones:	
Receipt of Design Documents at 30% Stage	September 21, 2004
Receipt of 30% Design Completion comments from PWD	February 8, 2005
Receipt of Design Documents at 60% Stage	November 3, 2005
Community Design Review Meeting (CDRM)	January 5, 2006
Receipt of 60% Design completion Comments from PWD	January 2006
Presentation to HPB .	January 10, 2006
Additional Comments after re-review of 60% Documents by PWD	January 11, 2007
Receipt of Pre 90% Design Documents	April 17, 2007
Receipt of 90% Design Completion Comments from PWD	July 25, 2007
∱ DRB/HPB Approval	February 12, 2008
Receipt of 100% Design Documents	February 27, 2008
Receipt of 100% Plans with final Roadway Design	March 1, 2008
ROW Permit from PWD Approved	. March 5, 2012
Fla. Department of Health Permit Issued	October 19, 2009
Miami-Dade County DERM Water Main Permit Issued	October 19, 2009
SFWMD No-Notice Permit	July 7, 2010
Miami-Dade County DERM Class II Permit	September 14, 2010

## BAYSHORE BP 8C – LAKE PANCOAST - STATUS

Event	Date
Bid / Award Phase Milestones for Construction	
Advertised	October 31, 2009
Pre-Bid Meeting	January 15, 2010
Pre-Bid Meeting .	October 25, 2010
Bid Receipt	November 10, 2010
Technical Review Panel	November 19, 2010
⊀Presentation to CIP Oversight Committee	January 17, 2011
→ Award by City Commission  → Award by City Commission	January 19, 2011
Construction Contract Fully Executed	April 8, 2011
Bid / Award Phase Milestones for RPR Services	
Advertised	March 25, 2011
Pre-Bid Meeting	April 1, 2011
Technical Review Panel	April 26, 2011
Technical Review panel	April 29, 2011
Presentation to CIP Oversight Committee	July 11, 2011
RFQ Recommendation to Commission	May 11, 2011
Award by City Commission	July 13, 2011 .
Construction Phase Milestones  City Staff presented plans at Collins Park Neighborhood Association	July 19, 2011
meeting (Not a City Meeting)	· ,
Notice to Proceed (First)	August 19, 2011
Community Pre-Construction Meeting	September 21, 2011
✓ Presentation to HPB for permit extension	October 11, 2011
HPB Permit Extension granted	October 19, 2011
Pre-Construction Conference	October 26, 2011
Notice to Proceed (Second)	October 31, 2011
Construction Commencement	March 26, 2012
Current Construction Estimate (%)	60%
Substantial Completion (Projected)	March, 2013

#### Exhibit B

### INFORWATIÒNABOUTNEW PARKING CONFIGURATION IN YOUR NIEKGHBORHOOD

The Lake Pancoast Right of Way Improvement Project begun in March 2012 now proceeds into the final phase of construction – building the above ground features. This includes installing curb, gutter, landscaping, new asphalt, striping and signage. The new striping and signage installed in the neighborhood will reflect a new parking configuration.

As the project went through its planning and design stages, the City and its design consultants produced a new parking configuration for the neighborhood. When the City upgrades roadways, we are required to meet the standards set by the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration. Both are organizations that set standard practices and specifications for the functional design of roadways throughout the United States. Miami-Dade County is ultimately the regulatory agency that ensures compliance of these codes.

Some of the areas used for parking in Lake Pancoast in the past were not legal spaces, which made the neighborhood appear to have more spaces for parking than are allowed – or safe – for drivers, pedestrians and public safety access. The new parking layout in Lake Pancoast now provides safe and legal parking for the neighborhood. The bump-outs shown in the plans are areas that have to be restricted due to sight visibility issues at intersections. Their size varies by the design speed of the neighborhood. The areas impacted by sight visibility restrictions use bump-outs or striping to make the driver aware that they cannot park in that zone.

The City has worked together with the homeowner association, regulatory agencies and the planning and design project teams since 2002 to address the various needs of the neighborhood while maintaining its historical elements. All parties involved approved the final design based on the needs of the neighborhood while at the same time ensuring conformity to the standards set by regulatory agencies to maintain safe and upgraded streets.

For any additional information regarding the Lake Pancoast Right of Way Improvements, please contact Monica Diaz by phone at 305-984-2715 or via email at monica@iscprgroup.com.



# NUEVA CONFIGURACIÓN DE ESTACIONAMENTO EN SU VECINDAD

El Proyecto de Mejoras a la Vía Publica en Lake Pancoast comenzó en marzo de 2012 y está entrando en la fases final de construcción - la instalación de las mejoras programadas sobre tierra. Estas mejoras incluyen la instalación de bordillos, cunetas, áreas verdes, asfalto nuevo, letreros y franjas sobre la carretera. Las franjas nuevas y la señalización utilizada reflejará la nueva configuracion de estacionamiento en el vecindario.

En las fases iniciales de la planificación y el diseño, una configuración de estacionamiento nueva fue producida. A la vez que la Ciudad reconstruye las carreteras, es un requisito cumplir con las normas establecidas por la Asociación Americana de Carreteras Estatales y Oficiales del Transporte (AASHTO) y la Administración Federal de Carreteras (FHWA). Estas organizaciones establecen estándars prácticos y especificaciones para el diseño funcional de las carreteras en los Estados Unidos. Miami-Dade es el organismo regulador que de estos códigos que enforza su cumplimiento.

Algunos de los espacios usados como estacionamiento en Lake Pancoast en el pasado no eran espacios legales. Debido a esto, el vecindario parecía tener más estacionamiento de lo permitido- o seguro - para los conductores, peatones y la seguridad. La nueva configuracíon de estacionamiento en Lake Pancoast dispone de espacios para estacionar seguros y legales para el vecindario. Los "bump-outs" que se muestran en los planes son áreas que tienen que ser restringidas por su proximidad a las intersecciones y vías de acceso, ya que no se puede obstruir la visivilidad de conductores cuando se aproximan a una intersección. El tamaño de los "bump outs" varía según la velocidad de la carretera diseñada para el vecindario. Con los bump-outs o franjas rayadas, los conductores tiene una restricción fisica o visible en las areas donde no es permitido estacionar.

La Ciudad ha trabajado conjuntamente con la asociación de propietarios, los organismos reguladores, y los equipos de proyectos de planificación y diseño desde el año 2002 para hacer frente a las diversas necesidades de Lake Pancoast, manteniendo los elementos históricos del vecindario. Todos los participantes involucrados aprobaron el diseño final en base a las necesidades del barrio que, al mismo tiempo, cumplen con las normas de los organismos reguladores para mantener calles seguras y actualizadas.

Si desea información adicional relacionada con el Derecho Lake Pancoast de Mejoras manera, por favor póngase en contacto con Mónica Díaz por teléfono al 305-984-2715 o por correo electrónico a monica@iscprgroup.com

